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Transportation Congestion in Shanghai Port Area

REF : RD-0-2033

BACKGROUND

1. For the past several years congestion has been reported in Shanghai Harbor at varying times and in varying degrees of severity. In 1958 congestion was reported to be unusually severe. Its exact causes and extent, however, were not entirely clear. Was the congestion due to the inability of the railroads to move the goods from the port area, to a shortage of labor, to inefficient harbor management, to a basic inadequacy in port facilities and storage areas, to increased production alone, or was it a combination of all of these and possibly more? It seems likely that congestion was due to all of the preceding factors and possibly to others. It is hoped that the answers to the following questions will allow an evaluation of the various factors affecting the transportation congestion in Shanghai Harbor.

2. The following requirements have been written for a source able to walk about the Shanghai area and observe. A map showing the area with an index to various facilities is attached. The questions are divided into four sections: questions about general cargo wharves, questions about coal wharves, questions about grain wharves, and questions of general applicability. In each of the questions about specific types of wharves the questions are referenced to actual areas. The above information to be of maximum use should be collected as soon as possible while congestion in the port is still severe; however, the congestion will probably continue for some time, and even when it clears will likely be repeated in the future.

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APPENDIX B

1. The Port Area

a. How many merchant ships are anchored in Shanghai Harbor? How many foreign? Chinese Communist? Approximately how many junks or other primitive craft? How long must ships wait at anchor before docking? How long must ships wait at the docks before loading or unloading is completed?

b. Is there any noticeable shortage of labor in the dock areas? Are there noticeable shortages of specialized personnel? If such shortages exist, to what are they attributed? Do personnel working in the harbor seem to be working longer hours than usual? To what extent are people not normally dock workers (i.e., students, women, etc.) being used in loading and unloading operations?

c. Are there any obvious shortages of vehicles in the harbor area? How is this shortage affecting the movement of goods? Are there any obvious shortages of railroad freight cars? Are goods being held in the dock areas for considerable periods before removal? For how long? Have new open storage areas been established, adjacent to warehouses or normal storage areas?

2. The General Cargo Wharves (Areas 1 to 4, 6 to 9, 11 to 14, and 16 to 18 on the attached map)

a. What specific goods are handled in each area? Are some areas specialized, that is, do they handle only one type of commodity? How much of each area is used for storage? For how long are the goods stored on the wharves? Are warehouses in the wharf areas full? How long are goods stored in the warehouses?

b. How are vessels loaded and unloaded at each area? How are the goods moved from the docks to storage areas? How are the goods moved out of the storage areas? When railroad cars are used, are they loaded mechanically or by hand?

c. Are any of the docks reserved for shipments to specific areas or are goods unloaded in available space regardless of destination? Which areas are reserved for river cargo? For ocean cargo? For specific areas? (i.e., Chongming, Hangkow, Tsinren, etc.)

d. What is the approximate volume of cargo moving through each wharf in a 24 hour period? What portion of the cargo is military? What observable priorities are used in cargo movement? Which of the wharves operate on an around-the-clock basis?

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3. Grain Handling Wharves (Area 5 and possibly 16 on the attached map)

a. What type of grain is handled in this and other areas? How much? How is it stored? Is any grain stored in the open? If so, is it adequately protected from the weather? Is there any evidence of spoilage? Does there appear to be any priority in handling the shipment of grain to specific areas? How is the grain loaded into ships? into railroad cars? onto the docks?

b. How much livestock moves through this area? Is it processed in the area? What other provisions move through these wharves?

4. Coal Handling Wharves (Areas 10, 15, 19, and 20 on attached map)

a. Are storage facilities in the vicinity of coal wharves full? How is the coal loaded into railroad cars? onto ships? onto docks? Is any of the coal in the port areas moved by primitive means? Are there any apparent shortages or surpluses of coal? Is there any evidence of coal loss due to spontaneous combustion? Is the coal effectively separated by types and grades?

b. Is there any indication of a shortage of freight cars or vessels to move the coal? Is there an accumulation of loaded or empty (specify which) cars on the docks? in the freight yards?

c. Are the coal docks used for other cargo? What kind? Does any ore move through coal docks? How much? What quantity of coal is moved in a 24 hour period? Could more be moved?

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Enclosure:

1. Map of Shanghai Harbor
2. Index to Map of Shanghai Harbor

Distribution:

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ORIGINAL DOCUMENT MISSING PAGE(S):

Enclosure 1 - map missing